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Wednesday, September 21.

PROPORTIONATE RATES FROM OTHER POINTS. LEAVE WASHINGTON 10:50 A.M. CONNECTING WITH

Special Train Of Standard Day Conches leaving Harrisburg 3:06 P.M. Similar Excursions Every Wednesday.

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Credit for All Washington.

Furnish and

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Every piece

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sibly add to

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home can be bought here at

lowest cash

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prices and on

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have ever been

offered by any

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Our new stocks of Parlor, Bed

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Room and

Dining Room

complete, and contain the

of the season.

Carpets in all

and newest

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lined free.

the best grades

made, laid and

Everything for

complete house-

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Between H and I Sts

ELLER'S, 720 7th

To acquaint you with the merits of our Hair Goods and to convince you that here you can get everything in that line cheapest and best, we offer two hundred dozen recently imported SWITCHES (all colors) at a remarkably low price.

At Low Prices.

817-819-821-823 7th St.

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the Kitchen Range.

Furniture are now

handsomest styles

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Ready to

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Grape Juice At Special Prices. For a short time we will sell the well-known Welch's Grape Juice at these low prices:

Half Pint.... 10c. One Pint....20c. One Quart. 40c.

Welch's Grape Juice is the simple unfermented juice from the choicest selected N. Y. State Concord Grapes. A nutritious beverage for sick or

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318 Ninth Street. Phone 2188.



Watch Crystals, 10c.
Best Mainsprings, 75c.
All work guaranteed.
Jewelry repairing
and Special Work at
most reasonable

BARGAINS IN WATCHES AND DIAMONDS. A. KAHN, Practical Watchmaker, 935 F n.w.

> inest Elgin Butter, 25c. lb. Economy and satisfaction are both pro-noted by having us supply your butter. Pure, fresh Elgin Creamery, delivered, 25c. ib.

CONGRESSIONAL" Coffee, 35c. lb., 3 lbc. \$1. Roasted fresh daily. Great A. & P. Tea Co.,

Main Store, 7th and E Sts.

PIANOS AND ORGANS.



HAZELTON PIANOSlike "Cremona" Violins, are sold on their own intrinsic merits; never boomed by flash advertising means.

They are artistic instruments of the highest character and appeal to cultured musical taste.

Pfeiffer's, 1328 F Street.

Stieff Pianos LER'S, 720 7th Sixty Years

HAIR GOODS

For superiority in those qualities which are most essential in a first-class Plano. Chas. M. Stieff.

per or House Dress.

The Evening Star Patterns. Ladies' Princess Wrap-



No. 6048-Gowns that are made in princess style are always graceful and becoming, and dress for mornings. The mode is easy to make, comfortable to wear, and there is not a lot of extra furbelows on sleeve and walst to bother with. The design shown here is a model of simplicity. made with fronts, backs, side backs and under-arm gores. It fits the figure snugly and smoothly. The sleeves are in bishop style and the fancy collar adds charm to the gown. The inset with lace insertion or outlined with braid. The design is suitable for all wash materials, for any of the light woolen stuffs

that are in vogue for house wear. Material required for medium size, 13%

Price, 10 Cents.

ashion Department, The Evening Star, Washington, D. C.: For the 10 cents inclosed please send pattern to the following address: Pattern No. 6048 CITY AND STATE

RAILWAYS IN

Attitude More Popular Friendly Than Formerly.

HOSTILE IN PLACES

CONTRACTOR BLAMED FOR IN-JUSTICE TO THE PEASANTS.

Lines Have to Be Run Over Graves--How the Magistrates

BY WILLIAM E. CURTIS.

Are "Squared."

Correspondence of The Evening Star and Chicago Record-Herald. BELLINGHAM, Wash., August 16, 1904. Including the branches of the Trans-Sierlan railway in Chinese territory, there are now about 2,370 miles of railway in operation it. the Celestial empire, with about 1,200 miles under actual construction. Concessions have been granted for about 3,000 miles under which nothing has yet been done, and surveys have been made for about 6,000 miles additional. No matter how the war between Japan and Russia may end, China will push ahead, and within the next quarter of a century will be the scene of the greatest activity of any coun-

try on earth in mining, railway construc-

tion and other material development. As already indicated in previous letters, he progressive element of the population is n power, and the movement it is directing gains impetus every day. The reaction in favor of modern ideas since the Boxer trouble is manifesting itself in every part trouble is manifesting itself in every part of the empire in a variety of forms, and strange things are occurring these days which the wisest men would have declared impossible five years ago. The empress dowager has emerged from the traditional seclusion of the Chinese sovereigns and by the change in her habits has confessed that the person of the Son of Heaven is no longer too sacred to be looked upon. She has had her portrait painted and sent to St. Louis for barbarians and foreign devils to Louis for barbarians and foreign devils to stare at, and (mirable dictu!) ten automo-

stare at, and (mirable dictu!) ten automobiles have been purchased for the use of the imperial household. Bicycles have been common around the Forbidden City for several years, and the empress dowager has actually ridden in a foreign carriage.

These, however, are merely straws showing the direction in which the wind is blowing, and it is becoming a very strong wind. Among a class of people who abhorred everything foreign no longer than five years ago there is now an active rivalry as to which shall be the first to adopt the latest fashions and inventions and to be the nearest "up to date."

be the nearest "up to date."
In other words, China is awakening from the slumber of centuries, and the ruling classes of the people, the officials and mandarins and men with money and education, are beginning to realize the value of the resources they have been trampling under their feet and are reaching out for modern means and methods to turn them into means and methods to turn them into money. Of course they cannot do anything without railway facilities, for China is a vast area broken by mountain ranges and divided by great streams.

Upon those streams and the canals which intersect them there has always been an er ormous traffic carried on by junks, steamers and flatboats.

Trade With Hankow. For example, 6,009 vessels cleared from the port of Hankow during the year 1903 with a total tonnage of 3,269,938 tons. Of these 2,743 were steamers of 2,964,197 tons. tens. You will be interested to know the nationalities of these steamers, which were

Sailing vessels.

3,289,928 The traffic of the first quarter of the ear 1904 was as follows: Foreign ocean-going steamers. 18
Foreign river steamers. 405
Foreign steam launches 15
Foreign steam launches 15
Foreign sailing vessels. 6
Chinese river steamers. 99
Chinese steam launches 20
Chinese steam launches 102
Chinese junks 410

The total value of the river trade of Han-tow in 1901 was 87,000,000 taels; in 1902, kow in 1901 was 87,000,000 taels; in 1902, 100,000,000 taels, and in 1903, 133,000,000 taels. Of this trade 56,000,000 taels consisted of exports to foreign countries and 37,000,000 taels represented imports from foreign countries; 81,037,451 taels was carried under the British flag, 20,809,964 under the Japanese flag and the remainder was divided among the ships of the other nations.

Attitude Toward Railways. The Yangtse river is the great commercial artery of China, but a corresponding mount of traffic is reported from every other navigable stream and canal. And every railway under operation did a big business and paid large dividends, both from freight and passenger traffic. There has been a radical change in the disposition of the common people of China toward railways. The first track was laid in China in 1876 by Russell & Co. of Boston, to carry freight between Shanghai and Wu-sung, at the mouth of the Yangtse river, where there is a bar that deep draft steam-ers cannot pass. This road, fourteen miles long, was bought up by the Chinese gov-ernment, and the rails were torn from the ties and stacked in heaps in the ditches be-cause they interfered with the free movements of the "fung-shuy"—the spirits of the dead, which are constantly moving the dead, which are constantly moving about in the atmosphere. The telegraph wires also bothered the "fung-shuy" a good deal at first, and local magistrates at different points were in the habit of tearing them down for that reason, until Li Hung Chang sent out a circular saying that he would cut off the head of every magistrate who meddled with the telegraph wires after a certain date. That seemed to reconcile the "fung-shuy" to the telegraphic service, as the pecuniary indemnity paid by the rallways ompanies has reconciled them to rallways in nearly every part of the empire.

The entire uncultivated surface of China is covered with graves. The population is so dense that it is difficult to find ground that can be spared from cultivation for the burial of the dead, and the moment you that can be spared from cultivation for the burial of the dead, and the moment you leave a town or a village you can see the conical mounds that mark the cemeteries in every direction and occupy all available space. At first the railway surveyors en-deavored to avoid them, because if a grave space. At first the railway surveyors endeavored to avoid them, because if a grave were disturbed a riot was sure to follow, but in these degenerate days the ideas of the foreign devils are being so rapidly adopted by the Chinese that a railway line may be laid anywhere provided the desecration of burial places is atoned for by the payment of \$3 (Mexican) per grave to the magistrate having jurisdiction. If the family of the deceased become aware of the transaction he will settle with them on the best basis he can arrange. If no claimant appears he pockets the money. This arrangement is now universal from one end of China to the other, and it is found to be the simplest and most satisfactory method of propitiating the "fung-shuy" and reconciling the souls of the living to the desecration of the graves of their ancestors.

Occasionally there is a disturbance in some benighted section of the interior where the people have not yet become accustomed to modern ideas, and if I remember correctly, we found similar trouble in developing the transportation system of our own country. Honest yeomen rested their shotguns on the rail fences along the right of way waiting for the surveyors. It is also true, throughout China, that mischlevous persons are constantly meddling with

other damage to rallways. This requires military guards to protect the property and a squad of soldlers accompanies every train just as an armed guard formerly rode beside the drivers of stage coaches in the United States.

Cause of Hostility. Many people think that these precautions are not necessary, and that they represent only another form of "squeeze," applied by the local magistrates to the railway companies to extort money from them. It is, however, true that in several parts of the en.pire, particularly it Shangtung province and Manchuria, where the Germans and Russians have been operating, there is in-tense hostility to the fallway companies be-cause of the injustice and ill-treatment

cause of the infustice and ill-treatment which the common people have suffered.

All the Boxer troubles were due directly to this cause. When the Germans began building through Shangtung they trampled upon the rights of an innocent people in the most outrageous manner. They hired coolies through the local magistrates and gave the latter money to pay the wages agreed upon. Sometimes the coolies got part of it; often they got none, and were compelled to go without any compensation whatever for their labor, an injustice for which they held the railway responsible.

held the railway responsible.

The same method was adopted in securing The same method was adopted in securing the right of way. The surveyors drove the stakes wherever they pleased, regardless of graves, gardens or houses, and settled the damages with the local magistrates, who usually pocketed all or the greater part of the indemnity. The railway companies paid liberally for labor, for supplies and for the land they occupied, but they were indifferent where the money went. The dishonest magistrates, when the people complained, threw the blame upon the "foreign devils" and the latter have had to suffer for their folly. Hence there is an alsuffer for their folly. Hence there is an al-most universal prejudice among the peasant class against the railways, and it will not subside for generations. I have heard it stated that more than 2,000 little farms were permanently ruined by railway construction in the province of Shangtung alone, and that means 2,000 families im-

Nevertheless, the coolles take very kindly Nevertheless, the coolles take very kindly to the new method of transportation, and squander their money in rallway riding. First-class cars are fitted up with some comforts, and are patronized exclusively by foreigners and officials. No person but a foreigner would dare enter a car occupied by an official. The second-class cars are almost as comfortable as a first class. The farea of the third class are about the same cers of the army and other well-to-do peo-ple. The third-class cars are rough boxes, sometimes without seats, into which the coolies are jammed as closely as possible. The magistrates limit the number of human beings that can be packed into a car, because passengers are likely to be suffocated and have been crushed.

Coolies Go for a Ride.

Notwithstanding the discomforts, every third-class car upon every train is always filled to the utmost and when you inquire where all the coolies are going you are told that they are simply out for a ride. They save up their earnings until they have enough to pay for a round-trip ticket to the next town, or to three or four stations be-yond, and then treat themselves to the where there is a little American railway twenty-two miles long, the largest receipts are for third-class excursionists. During the New Year holidays last winter police had to be placed all around the station to drive hack crowds of people who were the station to drive back crowds of people who could not be carried because of the limited accommodations. It is the habitual practice for third-class passengers to come to the station two or three hours before the train starts in order to secure seats in the cars, and when the train is full the gate is shut and no more are admitted. These passengers ride to the end of the line and then ride back with no other motive than to enjoy the diversion. Nor are people of the upper class beyond the temptation of the novelty. For months after a railway was open the highest officials of the province, the most dignified mandarins and the richest merchants used to come down with their families and take a round trip just for the ride. When Li Hung Chang built the rallroad from Ten-Tsin to the coal mines at Shan-Haf-Kwan it was his highest pleasure

to ride back and forth in his private car.

Notwithstanding their natural conservatism the Chinese are eminently a practical people, and are very quick to take advantage of means by which they can save or make money, lessen their labor or increase their profits, and, as railways charge low rates for freight to attract traffic, the people are prompt to respond and utilize the advantages offered instead of sending their produce to market and bringing out their merchandise in wheelbarrows or by porters, which are the two orthodox means of transportation in the interior. Railway managers nage already being hauled in sections wher an ordinary observer would not detect any promise of traffic at all. The local patronage is the source of the incomes of nearly all the Chinese railroads. It will take them years before much through traffic can be

built up.

The chief object and the greatest advantage of the railways, however, is to assist in the development of mineral wealth. Nearly every road in China is headed for a coal mine, and the deposits of both anthracite and bituminous coal are quite as extensive and quite as accessible as those of the United States. Years will be required to develop them to the full ca-pacity, and the commercial and industrial possibilities that lie behind this wealth deserve the consideration of statesmen and political economists. The "yellow peril" is not to come from the political domination of Japan upon the eastern coast of Asia but from the combination of the fuel, minerals and cheap labor of China.

Paraguayan Army Routed by Insurgents.

A cablegram from Buenos Ayres last night says: There has been a complete failure of the negotiations between the Paraguayan government and the revolutionists owing to the persistent demands of Gen. Escobar. The rebel vessel Sajonia attacked the port of San Antonio this morning, Gen. Ferreira making a simultaneous attack by land with cavalry and infantry after a reconnaissance in the direction of Literono, where a considerable number of government troops were encountered. The combat lasted three hours and resulted in the defeat and dispersal of the government forces. The extent of the losses is un-

Advices received here today state that the successor to the late Uruguayan revo-lutionary leader, Gen. Saravia, who died of wounds received in battle with the govern ment forces, has an army amounting to 16,000 men. The movement for the resumption of peace negotiations, interrupted by the death of Gen. Saravia, is being con-

NO HURRY TO LEAVE. Ocean City Folks Quite Content to Re-

main special Correspondence of The Evening Star.

OCEAN CITY, N. J., August 26, 1904. The outgoers are not to be compared with he throngs arriving on every train, and

Autumn by the sea is a luxury that few know and fewer appreciate. The ocean is never so warm as them, for the waves have the upstored heat of the suns of July and August. The air p balmy and the crisp nights are market. nights are magnificently invigorating.

Fishing is good and there is plenty of sailing, while the throng in the surf gives hotel keepers reason to hope that it will e a "late season" and that the real migration will be postponed another fifteen days. Edwin Wickenhoefer of Washington is a guest at the Traymore, where he is enjoy-ng a seaside vacation. Registered at the Brighton is K. M. Hay-Registered at the Brighton is K. M. Hayden of Washington.
Charles A. Allister of Georgetown spent two days this week with friends in Asbury

E. P. Lennox of Washington is an end-of-the-season arrival who will spend a week

the-season arrival who will spend a week at this resort.

Among the week's visitors are J. Cole of Cleveland Park and Ernest Rogers of Brookland, D. C.

Mrs. Enoch Widlinger of Washington is

WE ARE READY FOR

TOMORROW AT THE FAMILY SHOE

Scholars' Companions GIVEN AWAY WITH SCHOOL SHOES, 13 NICE ONES, WITH LOCK AND KEY, TI FILLED WITH SCHOOL REQUISITES, VIZ: PEN, PENHOLDER, RULER, SLATE PENCIL, LEAD PENCIL AND CHALK. WA

GIRLS' SCHOOL SHOES.

BOYS' SCHOOL SHOES.



Our "Champion" Boys' Shoes. The most durable, neat

shoes made for the coming man. Best vici kid and Titan box calf; sizes 1 to \$2.00.

Our "Armour-Clad" Boys' Shoes.

Standard Screwed, Metal-Stitched Soles, Chrome Calf Shoes. Wear like iron. Sizes 10 to 131/2 at.....\$1.25 Sizes 1 'o 5½ at.....\$1.50 Our "TROJAN" Boys' Shoes.

Chrome Kid and Box Calf. Mannish Lasts, Laced Shoes-solid as a rock. Sizes 10 to 131/2 at.....\$1.00 Sizes 1 to 51/2 at\$1.25

Sizes 5 to 8 at........\$1.25 Sizes 81/2 to 11 at\$1.50 Sizes 11½ to 2 at.....\$2.00 Sizes 21/2 to 6 at.....\$2.50

Our

"VASSAR"

Girls' Shoes.

vici kid; hand-sewed, welt-

ed and fashioned in best

possible manner. Lace and

button styles. One-lift heels

Made of the best surpass

Our "IDEAL" Girls' Shoes. Button and Lace. Neat Shapes, Vici Kid and Box Sizes 5 to 9 at....\$1.00 Sizes 8½ to 11 at...\$1.25 Sizes 11½ to 2 at...\$1.50

Sizes 21/2 to 6 at.....\$1.98

or spring heels.



Our "RUTH" Girls' Shoes.

Women's Fall Shoes Are now here in great profusion, the largest and best variety of snappy styles that we've ever shown. Price

Youngsters' Durable School Hosiery.
Boys' and Girls' Full Seamless Hose, Boys' and Girls' Extra Quality Boys' and Girls' Extra Quality 1 by 1 and 2 by 2 Ribbed, Best Grade Lisle or Cotton, Very Serviceable, All Sizes at..... 25C. Double Soles, Toes and 12 2 C.

-SHOES AND HOSIERY-310 and 312 Seventh Street N.W.

When in Doubt Buy at House & Herrmann's.

Never before have we shown such a complete or truly magnificent assortment of all kinds of Floor Coverings. Our stock is immense and contains all the different makes and weaves that have proved themselves reliable. We have all sizes in Rugs, from the small mats to the big carpet size Rugs, and we have all kinds of Carpets in the piece. You will find our qualities give honest wear, and you will search in vain for better values. Our patterns are well

enough to embrace every taste. No extra charge for making, lining or laying.

chosen and the assortment is wide

CREDIT FOR EVERYONE.

Corner 7th and I (Eye) Sts. N.W.

ROCKVILLE AND VICINITY. General and Personal News From

Montgomery County's Capital. Special Correspondence of The Evening Star. ROCKVILLE, Md., September 15, 1904. Mr. Edward Gandy and Miss Flora M. Grady, both of this town, visited Washington yesterday afternoon and were quietly married by Rev. J. H. Hyatt, the ceremony taking place at the home of the minister. The bride is a daughter of Mr. Hiram

Messrs. Robert Welsh and John Packard of this place left Wednesday to enter the University of Virginia. A Sunday school rally will be held next

Sunday in the M. E. Church South, at Darnestown, with morning and afternoon sessions. Among those on the program to participate are Messrs, B. C. Hughes, Thomas J. Owens, George H. Lamar, R. E. L. Smith, Rev. W. H. Stone, Rev. T. J. Lambert, Misses Lucy Hughes, Mamie Briggs, Achsah Metz, Ama Smoot, Bertna Harriss and others.
Mr. Willis B. Burdette, chairman of the

republican county committee for this county, has announced the selection of the following as members of the finance committee authorized at the recent meeting of the county and state central committees: M. Lindig. This committee will solicit and distribute funds for the campaign. Messrs. John J. Higgins, jr., and Charles Beard of this place are in St. Louis taking in the exposition.

The following business was transacted a

The following business was transacted at the regular weekly meeting of the orphans' court for this county: Letters of administration on the personal estate of Salathiel T. Mullican were granted to George W. Mullean, bond, \$2,000; Elisha C. Etchison, administrator of William Reid, passed his final account and made distribution; Henry O. Talbott, executor of Henry W. Talbott, passed his final account and made distribution; Amos West, guardian of Reginal D. West, passed his final account; William H. Gunnell, fr., administrator of William H. Gunnell, filed inventory of personal estate of deceased and was granted an order of

Mr. O. W. Reddy of Boston arrived in Rockville last evening to spend about a month with friends.

Miss Rose Clagett has returned to her home here from a month's sojourn in New York state.

York state,
The fall meeting of the presbytery of
Maryland will be held with the Presbyterian Church at Bethesda, this county,
next week, beginning Tuesday evening,
when the opening sermon will be preached
by Rev. Harris E. Kirk of Baltimore.

Boyd's and Vicinity. BOYD'S, Md., September 16, 1904. By reason of the installation of the block system at the top of the hill at Mount Airy When a train going east or west basses a block point, it sets a red signal, which burns for ten minutes and after that shows Rise in Flour Prices Worries Bakersa white or clear target. Any train following within the limit of ten minutes stands at red signal until white is displayed or until ten minutes elapse. The road crossings on this division are given extra protection by the installation of the bell system of

Mr. D. J. Kaufman of Washington and family, who have been boarding at Locust Lawn here for the summer, returned to Washington today.

Mr. W. C. Prentiss and family of Washington, who have been stopping at High View House at Boyd's, returned to Washington this marring.

ington this morning.

Mr. Harry R. McCabe of Boyd's, who has been visiting in St. Louis, returned home yesterday.

Miss Agnes Breene of Washington is guest of Mrs. Susle McCabe at Boyd's.

KAISER FOND OF AMERICANS. Sends Portraits as Personal Gifts Some of His Friends.

A cablegram from Berlin last night says: Emperor William's interest in and partiality for Americans is shown by the dispatch of a number of large signed portraits which his majesty is sending as personal gifts to Americans with whom he has had social relations. Included among those to whom portraits have been sent are A. J. Drexel, Allison Armour, Frederick W. Vanderbilt and Douglas Robinson. The emperor has also paid special courtesies to American military officers who have been

Anacostia and Vicinity.

Mr. George E. Coomes, who has been con the Insane for a number of years, most of the time in the capacity of supervisor, has gone to San Francisco, Cal., where he will reside with his family. Mr. Coomes was compelled to leave the hospital on account of ill-health.

Miss Miriam Pennington has been assign ed to the Camp Springs public school district, Camp Springs, Prince George's counome of Mr. and Mrs. T. B. Middleton of Camp Springs during the school season.

Camp Springs during the school season.

Mrs. C. O. Isaac and daughter, Miss Emma Isaac, and young son, Master Frank Isaac, returned to their home on Jackson street, Anacostia, yesterday after a visit to relatives at Ellicott City, Md.

Mr. James Etzler, formerly a resident of Anacostia, who is now one of the superintendents of asphalt work at Newport News, is visiting relatives in Anacostia. He is en route to Tampa, Fla.

Mrs. Frances McElroy of Pittsburg, Pa., and Mrs. S. W. Pery of New York, who came to Anacostia to attend the marriage last evening of Miss Cora Eva King and Mr. Franklin Jost, are stopping at the residence of the bride's parents, Mr. and Mrs.

STORM AT HAGERSTOWN.

Auto Victim May Die.

Special Correspondence of The Evening Star. HAGERSTOWN, Md., September 15, 1904. A heavy rain storm visited this section last night. Pastures and late vegetables have suffered for moisture. Scarcity of water and pasture for stock has caused a falling off in the milk supply.

Bakers of Hagerstown are much con cerned over the continued rise in the price of flour. They are paying now \$6.50 per barrel for flour. At that price they are losing money at the present price of bread. The question is whether to reduce the size of loaf or increase the price. John Cashman, who was seriously injured by an automobile Tuesday evening, is suf-

fering with concussion of the brain. There is little hope of his recovery.

Two hogs were found buried under a straw stack for eighteen days. Both hogs were alive when discovered, but were nearly Samuel Losh goes to Leipsic, Germany, servatory.

Newton S. Cook is seriously ill at the Union Protestant Infirmary, Baltimore, Hoyt C. Wiles, son of Mr. and Mrs. C. Wiles, arrived home after a five years' service in the United States Marine Corps, nearly all of which was spent in the Philippine Islands.

N. Guy Snyder went to Red Hook, N. Y., to enter St. Stephen's Seminary, to prepare for the ministry.

for the ministry.
Mr. and Mrs. W. W. Morrison and children of Williamsport have returned from visit in Washington.

S. G. Highbarger, employed at the govern-ment printing office at Washington, is spending his vacation in Williamsport with

spending his vacation in Whitehall, his family.

Frank R. Emmert of the metropolitan police force, Washington, attended the funeral this week of his mother-in-law, Mrs. Mary Lang, in Hagerstown.

Mrs. Rose Hoover and daughter of this city returned from a month's vis't in Washington, accompanied by Miss Sárah Shank of Washington.

Dark Clothes Are Hotter.

rom the Detroit Journal

M. Flammarion, the diverting French asmer with a Jules Verne imagination. recently made an interesting experiment by which hot weather victims should be able to profit. He placed two thermometers, one of ordinary glass, the other paintters, one of ordinary glass, the other painted black, in the sun. In the white glass the mercury rose to 144 (C.). Under the black glass it went up to 157. M Flammarion therefore concludes that people who wear black in summer are some 13 degrees warmer than those who dress in white. In other words, men, generally speaking, are greater sufferers from the heat than women. Also, for the benefit of victims who go around in top hats, M. Flammarion tells that putting on a silk hat, and stand-